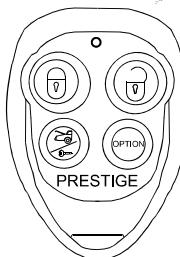


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PRESTIGE



Model APS-620N

Owner's Manual

KEYLESS ENTRY OPERATION

The Lock button on the transmitter is used to lock the vehicle's doors, the Unlock button is used to unlock the vehicle's doors. To lock or unlock the doors simply press and release the desired function button one time. As a keyless entry unit, when the doors are locked, for your convenience, the parking lights and or vehicle horn will flash/beep once. When the doors are unlocked the parking lights and or vehicle horn will flash/beep twice.

REMOTE CAR FINDER

The Lock or Unlock buttons are also used to access the car finder mode. This feature is particularly useful in a crowded parking lot where finding your car may be difficult. To access the car finder mode, while within range of your car, simply press and hold either the lock or unlock button of your transmitter for three seconds. The parking lights will begin to flash, and if connected, the vehicle horn will beep making your vehicle audible as well as more visible. The lights and or horn will stop automatically after 30 seconds. If you wish to turn off the car finder mode prior to the expiration of the 30 second timer, press and hold for three seconds either the lock or unlock buttons a second time, or press and release the Trunk/Start button one time.

REMOTE TRUNK RELEASE

If you have electric trunk release in your vehicle and the remote trunk release option was added, simply press and hold the Key/Trunk button of your keychain transmitter for 4 seconds or until the electric trunk of your vehicle opens.

REMOTE STARTING THE VEHICLE

This unit will not start the vehicle if any one of the following situations exists:

The vehicle's hood lid is opened. The gear shift selector is not in Park.

The brake pedal is depressed. The system is placed in the override position.

1. To start the vehicle, press and release the Key/Trunk button two times within 2 seconds. The vehicle will start and remain running for the pre-programmed 5,10,15,20 minute run cycle. As a visual indication, the parking lights will flash or remain on depending on the setting by your installation center.
2. When you arrive at the vehicle, turn the ignition key to the ON position (not the spring loaded start position), then step on the brake pedal to disengage the remote starter. The vehicle will continue to run, but now on its own power.

NOTE: The engine will stop running before the pre-programmed run cycle has expired if you perform any one of the following functions:

Press and release Key/Trunk button on the keychain transmitter two times within 2 seconds.-Depress the brake pedal. - Open the vehicle's hood -Place the unit in the safety control disabled mode.

THE OPTION BUTTON of your transmitter may or may not be used with your system but may be used with a second similar Audiovox Model system that may be installed on a second vehicle in your family.

PUSH-BUTTON SAFETY CONTROL/PROGRAM SWITCH

The Push-Button safety control switch allows you to temporarily disable the remote starting function of the system. This is recommended whenever the vehicle is being serviced. To place the system in the service/temporary disabled mode:

- 1) With the system disarmed/unlocked, and the ignition switch off Press and Hold the Push-Button Switch on.
- 2) Turn the ignition switch on, off, on, off, on, off.
- 3) The LED begins to flash two short flashes followed by one long flashes and continues this pattern until returned to normal mode of operation.

This puts the unit into the R/S Override mode indicating that the remote start system is in the service/temporary disabled mode and will not start from RF or any other input Telematic input or otherwise.

To Exit R/S Override Mode:

- 1) With the system disarmed, Press and Hold the Push-Button Switch on.
- 2) Turn the ignition switch on, off, on, off, on, off.
- 3) The LED turns off indicating that the R/S unit is fully functional once again.

19. (Previously Presented) The method according to claim 15, wherein the metal-based alloy includes a cobalt-based alloy, the jacketing of the powder cores formed from one of (a) cobalt and (b) a cobalt alloy.

20. (Previously Presented) The method according to claim 15, wherein the metal-based alloy includes an iron material, the jacketing of the powder cores formed from one of (a) iron and (b) an iron alloy.

21. (Previously Presented) The method according to claim 15, wherein a thickness of the jacketing of the metal powder arranged as jacketed powder cores is selected such that a proportion of the material of the powder cores in the metal powder is 25 wt.% to 85 wt.% and a proportion of the material of the jacketing is 75 wt.% to 15 wt.%.

22. (Previously Presented) The method according to claim 21, wherein the metal powder includes nickel-jacketed platinum, the thickness of the nickel jacketing selected such that a platinum proportion is 65 wt.% to 85 wt.% and a nickel proportion is 35 wt.% to 15 wt.%.

23. (Previously Presented) The method according to claim 15, wherein the metal powder is formed from a metal powder alloy that includes platinum and at least one material based on the same material as the metal-based alloy.

24. (Currently Amended) The method according to claim 23, wherein the metal powder is formed as a metal powder alloy having 65 wt.% to [[86]] 85 wt.% platinum and 35 wt.% to 15 wt.% nickel.

25. (Previously Presented) The method according to claim 15, wherein the slip material includes the binding agent and the metal powder also includes at least one of (a) aluminum and (b) silicon.

26. (Previously Presented) The method according to claim 15, wherein the slip material includes the binding agent, the metal powder and an MCrAlY metal powder.

27. (Previously Presented) The method according to claim 15, wherein the metal powder has a grain size distribution of 0.01 μm to 5 μm

28. (Previously Presented) The method according to claim 15, wherein the metal powder has a grain size distribution of 0.2 μm to 0.5 μm .

29. (Previously Presented) The method according to claim 15, further comprising aluminizing the component part after the heat treating step.

30. (Withdrawn) A component part having a corrosion-resistant and oxidation-resistant coating, the coating applied to the component part by a method including the steps of:

making available a slip material that includes a binding agent and at least one metal powder, the metal powder including up to at least 25 wt.% of at least one metal of the platinum group, the metal powder one of: (a) formed of jacketed powder cores formed from at least one metal of the platinum group, jacketing of the powder cores formed of a material having a same base metal as the metal-based alloy; and (b) formed of a metal powder alloy that includes the at least one metal of the platinum group and at least one material having the same base metal as the metal-based alloy;

applying the slip material at least from area to area onto the component part while forming a slip layer;

curing and drying the slip layer; and

heat treating the component part that is coated with the slip material at least from area to area to diffuse the slip layer into the component part.

31. (Withdrawn) The component part according to claim 30, wherein the component part is arranged as a turbine blade of a gas turbine.

32. (New) The method according to claim 15, wherein the metal-based alloy includes a titanium-based alloy, the jacketing of the powder cores formed from one of (a) titanium and (b) a titanium alloy.

33. (New) The method according to claim 23, wherein the metal-based alloy includes a nickel-based alloy, the jacketing of the powder cores formed from pure nickel.